#### HIP BUILDING IN NEW YORK.

Tonnage, &c.

We present to-day a full list of the vessels which have been launched from the various ship yards of New York since the publication of our annual state ment on the 1st of January last, as well as those now on the stocks. By a perusal of the statement, it will be seen this branch of industry has not been idle during the present year There is, also, every prospect that the fall will see a still further increase of activity among our ship builders, as many new contracts have already been entered into, among which are several vessels of large tonnage. We give the work of each yard under its appro-

priate head, as follows :-MESSRS. WESTERVELT & SONS

LAUNCHED

March 29 .- Steamship Cortes, 1,500 tons burthen 25 feet long, 32 beam, 23 deep; owned by Messrs Davis, Brooks & Co.; intended to run in the Pacific conjunction with the Winfield Scott. Engine by the Morgan Works.

April 17 .- Pilot boat Wm Skiddy, 100 tons burtaen; 102 feet long, 24:6 beam, 8:9 deep; for Jonah Johnson & Co. Employed in the Sandy Hook piloting.

June 7 .- Ship Geo. A. Phelps, 900 tons burthen 154 feet long, 34:6 beam, 21 deep; owned by Cham berlain & Phelps. For the New York and European

This firm also launched, during this year, the following vessels :- Schooner E. S. Perry, 218 tons burthen, 102 feet long. 24 feet 6 inches beam, 8 feet 9 inches deep; now in the New York and Maracaibo trade; owners, Messra Maitland & Phelps. Schooner Frank, 80 tons bur hen, 60 feet long, 24 beam 5 deep; owned by J. J. Van Pelt; freighting timber Ferry boat R. Rine, 200 tons burthen, 90 feet long 29 beam, 8 deep; owned by Mr Russell.

ON THE STOCKS. Steamship New Texas, for the New Orleans and Texas trade; owned by Messrs. Harris & Morgan, of New Orleans. She is 1,450 tons burthen, 220 feet long, 34 feet beam, 16 feet deep. Machinery by the Morgan Works.

Also, a steamship for the same parties, and for the same trade, not yet named. She is 850 tons burthen, 190 feet long, 31 wide, 16 deep. Machinery by the Morgan Works.

A ship for Wm Tyson, Esq., to be employed in the New Orleans and Havre trade. She is 1,300 tons burthen, 170 feet long, 36 beam, 28 deep.

A olipper ship for A. A Low & Co., for the New York, California, and China trade. Her burthen is 1,100 tons, length 170 feet, beam 36, depth 21. A olipper ship of 900 tons for Messrs. Chambers & Heiser, for the same trade. She is 150 feet long

24 wide, 21 deep. WM. H. WEBB.

LAUNCHED.

Jan: 10 Chamship James Adger, now running in Spefford, Tileston a Control Vork and Charleston line of steamers, under command of Carleston line. She is about 1,350 tons; her length on deck is 214 feet, beam 331, depth 21. Engine by the March 28-Ship Annawan, for Captain Wake-

an and others, of Connecticut. Now on her way arm Haves to New Orleans She is about 800 tons burthen, is 150 feet long on deck, 32 feet beam, and 19:4 deep.

Mr. Webb also launched, in the early part of the

year, two schooners for S. L. Mitchill, Esq., for the coasting trade, of equal dimensions, viz:-101 feet on deck, 26 beam, and 104 deep. Burthen,

ON THE STOCKS.

A large ship for Williams & Guion, to be em ployed in the Liverpool trade, under command of Captain Edwards, will be ready to launch in about

Captain Edwards, will be ready to launch in about six weeks, being nearly planked. Length 190 feet, beam 40, depth 27. Bur hen 1,600 tons.

A steamship for George Law, Esq., to be employed on the Chagres route. She is 2,400 tons burtleen, 280 feet long, 41 beam, and 31 deep. Will be ready to launch in October. She will be fitted with two inclined engines, from the Morgan Works.

A steamship, for S. L. Mitchill, Esq., for his New it and Savannah line. Burthen, about 1,600 is leagth, 220 feet; beam, 34; depth, 21½. She be commanded by Captain Lyon, now of the mship Florida, of the same line.

Colipper ship, for George Daniels, Esq., to be aployed in the California business, under command of Captain Hubbard. Will be launched the latter part of August. Burthen, about 1,200 tons; length, 190 feet; beam, 39; hold, 21½.

A revenue schooner, for the Mexican government, to supply the place of one (lately lost) of the five

to supply the place of one (lately lost) of the five built under Mr. Webb's contract, about twelve menths back. She is about 120 tens burthen, 75 feet long, 20 beam, 7 deep

### THOMAS COLLYER.

May 26—A steam tug, not yet named—a mate to the Achilles. She is 528 tons burthen, 175 feet long, 29 feet beam, and 10 deep. She is now re-ceiving her engine, from the Morgan Works. May 1—Steamer George Law, 275 tons burthen, 156 feet long, 22 beam, and 7½ deep. Engine by Messrs. Pease & Murphy.

Messrs. Pease & Murphy.

Mr. Collyer has nothing on the stocks, having been engaged in removing his establishment down to the foet of Eighth strest, the ground of which is not yet prepared to build on, not being quite filled in.

WILLIAM COLLYER.

WILLIAM COLLYER.

LAUNCHED.

May 10—Steamboat Forest City, for the Portland Steam Packet Company, of about 700 tons. She is 225 feet long, 27 beam, and 104 hold.

July 1—Steamship Black Warrior, the first of a new line of steamers to run between this city, Havana, Key West, and New Orleans. She is a fine vessel, of 1,850 tons burthen; is 228 feet long on the keel, 250 on deck, 37 feet beam, and 18 feet 4 inches from keel to her main deck She will have accommedations for 110 cabin passengers, besides having room for 1,760 bales of cotton. She is a side wheel boat, with a single walking beam engine, (which is being made at the Allaire Works,) with a 65 inch cylinder; 11 feet stroke The commander is Capt. Shufeldt, late first officer of the steamship Atlantic.

Mr. Collyer has nothing on the stocks, but will Mr. Collyer has nothing on the stocks, but will immediately lay down the keel of a steamship, in-tended as a consort to the Black Warrior.

JEREMIAH SIMONSON.

LAUNCHED.

June 17—Steamship Star of the West, for Vanderbilt's California line. In our previous notice of this
vessel, while on the stocks, she was called the San
Juan, her name having been subsequently changed.
She is 240 feet long, 35 feet beam, and 20 feet deep.
The Allaire Works are now putting in her engines.
Burthen, 1,200 tons.

Burthen, 1,200 tons.

ON THE STOCKS.

Steamship Morning Star, of 2,400 tons, also for Vanderbitt's California line, and to be an exact counterpart of the Northern Light, of the same line, now running between this city and San Juan.

# MRSSRS. SMITH & DIMON.

ON THE STOCKS.

This firm are progressing with the steamship for the Pacific Mail Steamship Company. The frame is already saised, and she is just about receiving her cutaide planking Burthen, 2,500 tons. Length, 275 feet; beam, 40 feet; depth, 23 feet. She will be fitted with a single oscillating engine, from the Novelty Works. Will be launched in September. Nothing has been launched from this yard during the present year. ON THE STOCKS

## JACOB BELL.

April 22—Clipper ship Messenger, 1,350 tons burthes, new on her way to San Francisco, in command of Capt Smith. Her dimensions are—length, 200 feet; breadth, 38 feet; depth, 22 feet. June 14—Schoener Echo, now employed in the coal trade; owned by the builder. Burthen, 216 tons; longth, 100 feet; breadth, 26 feet, depth, 9½ feet.

ON THE STOCKS.

A clipper ship for himself, to be employed in the California business. Length, 200 feet; beam, 38 feet; depth, 23 feet. Burthen, about 1,350 tons.

W. H. BROWN.

ON THE STOCKS.

A steamship of about 2,500 tons, for J. Howard & Son, te be employed between Panama and San Francisco. Her length is 295 feet; beam, 42 feet; hold, 25 feet. Engine by the Morgan Works. Her frame is but just up; will be launched in August.

Also a pilot boat, of about 80 tons, and a barge for the Hudson river, of about 300 tons; both in Nothing has been launched from this yard this

Williamsburg. MESSES. PERINE, PATTERSON & STACK

Eaunofieb.

Feb. 5—Brig Favorite, now on a voyage to Sierra Leone, about 250 tons burthen; 90 feet long, 246 wide, and 96 deep.

Marel 21—Sloop Lady Lake, in the stone trade; 80 tons burthen

March 27—Clipper ship Antelope, on her way to San Francisco, under command of Capt. Shian; burthen. 1,400 tons; length, 181 feet; beam, 37; depth, 21½.

depth, 214.

May 10—Ferry boat Martha, for the Trustees of St Patrick's Cathedral; burthen, about 500 tons; 155 teet long, 51 beam, 11:8 deep. Machinery by the Novelty Works.

June 11—Schooner Eclipse, for W. B. Whitehead, Esq., for the Virginia trade; burthen, 350 tons; length, 130 feet; beam, 29; depth, 8:6.

June 26—Ferry boat Oregon, for the Hamilton avenue ferry; length on deck, 155 feet; beam, 52; depth, 11; burthen, about 500 tons. Engines by Pease & Murphy.

June 26—Ferry boat Greenpoint, for the Greenpoint ferry, of the same dimensions as the Oregon. Engines by the same firm.

ON THE STOCKS.

The caloric ship for the Liverpool trade; burthen, 2,200 tons; length, 250 feet; beam, 40; depth, 27.
Will be launched in August. Engine by Hogg & Delamater. Delamater.
Steamship Uncle Sam, for E Mills, Esq., for the Chagres route. Will be ready to launch in September Burthen, 1,600 tons; length, 225 feet; beam, 75; depth, 21:6.

#### SAMUEL SNEDEN.

Jan 16—Steamboat City of Hartford, now running between this city and Hartford. She is 950 tons burthen, 272 feet long, 35½ wide, and 10½ deep. Machinery by the Morgan Works.

April 7—Steamer Jersey Blue, of about 300 tons burthen, to run between this city and Compton's Creek, N J. She is now receiving her machinery at Cunningham & Belknap's toundry. Length on deck 158 feet; beam, 25 feet; depth, 8 feet.

May 5-Steamer Jewell, to run between Green-port and Connecticut. She is about 325 tons bur-then, 165 feet long, 26 beam, and 8 deep.

then, 165 feet long, 26 beam, and 8 deep.
ON THE STOCKS.

A steamship of about 500 tons, for the Porto Rico trade, ready for launching. She is 155 feet long, 26½ beam, and 18 deep. Messrs. Pease & Murphy are constructing her machinery.
A steamboat, nearly ready, of about 200 tons burthen, for Capt. Jas. L. Day, to carry the mails between New Orleans and Mobile. She is 83 feet long, 26½ beam, 8 feet deep. Machinery by the Allaire Works.
A ferry boat for Cuba, 100 feet long, 32 wide, and 8 deep. Burthen about 270 tons. Engine by Pease & Murphy.

A ferry boat for Cuoa, 100 feet long, 32 wide, and 8 deep. Burthen about 270 tons. Engine by Pease & Murphy.

A large steamboat for the Hartford and New Haven Railroad and Steamboat Co., 254 feet long, 32 wide, and 11½ deep. Engine by the Morgan Works. Burthen about 950 tons.

Mr. Sneden is also just commencing a steamer, to run from Charleston to Florida, in conjunction with the Florida, now on that line. She is to be about 450 tons burthen, 170 feet long, 30 feet wide, and 10 deep. 10 deep.

## Greenpoint. JABEZ WILLIAMS.

JABEZ WILLIAMS.

LAUNCHED.

Jan 12—Clipper ship Tornado, now on her way to San Francisco, under command of Captain Mumford.

She is about 2,000 tons burthen; is 225 feet long, 41

She is about 2,000 tons burtaon, is 220 wide; and 38 deep.

ON THE STOCKS.

A pilot boat of 90 tons, for a company of New York pilots. Will be ready in about a month.

Williams is about laying the keel of a clipper ship of 1,000 tons. when, for the California business. She is to be 200 feet long, 30 has beam, and 23 deep.

#### EDWARD F. WILLIAMS.

May 8—Clipper schooner Eclipse, of 210 tons bur-then, now employed in the Southern trade.

ON THE STOCKS.

A schooner of 300 tons, in frame, for Messrs.

Dollner & Potter, to be employed in the Southern

#### ECKFORD WEBB.

In February, the steamer Pittston, for the Pennsylvania Coal Company, of 120 tons burthen. Length, 110 feet; beam, 19 feet; depth, 6 feet. Engine by the Allaire Works. In May, the small experimental steamer Rotary, of about 36 tons. Length, 70 feet; beam, 13 feet; depth, 4 feet.

Two steamboats for the Catharine Ferry, of the same dimensions, viz : 120 feet long, 26 wide, and 10 deep. Burthen, about 350 tons. The frames are just up, and both will be launched about the 1st of August

August.

Mr. Webb has also just commenced a third one for the same parties, and to be of the same size. The Novelty Works are making the engines for the three

MESSRS. LUPTON & M'DIARMID. Feb. 23—Steamboat Calais, 600 tons, for the Boston and Calais line. She is 220 feet long, 30 feet wide, and 10 feet deep.

### ISAAC C. SMITH.

March 1—Steamer Angeline Corning, for the towing business. Burthen, 125 tons; length, 80 feet; beam, 31; depth, 6. Machinery by Hogg & Delamater.

Delamater.

March 31—Steamer Golden Gate, now running between Shrewsbury and this city. Burthen, 170 tons; length, 125 feet; beam, 21 feet; depth, 6 feet 8 inches. Engine by W. Small, Esq.

May 1—A steamboat for the Camden and Amboy Railroad Company, of about 900 tons burthen. Length, 250 feet; beam, 31 feet; depth, 10 feet 7 inches. Engine by Cunningham & Belknap. She is now ready, and about commencing her trips to Amboy.

Amboy.

A large fore and aft schooner of 420 tons burthen, for the Savannah business, owned by N. L. M'Cready & Co. She is 119 feet long, 30½ feet beam, and 11 feet deep.

Mr. Smith has also several new contracts on hand, and expects to commence on them shortly.

# MESSRS. CAPES & ALLISON.

March 15—Schooner Racer, now in the Virginia trade, of about 270 tons burthen; owned by J. Spofford & Co. Length on keel, 102 feet; beam, 28 feet; depth, 9 feet.

April 7—An iron barge, for David Whitmore, Esq., of about 300 tons burthen. Length, 125 feet; beam, 28 feet; depth, 8 feet.

April 15—A ferry boat, for the Jersey City Ferry, of 450 tons. Length on keel, 135 feet; beam, 30 feet; depth, 101 feet.

feet; depth, 10½ feet.

ON THE STOCKS.

A ferry boat, for the Hoboken Ferry Company, 550 tons burthen, 170 feet long on deck, 30 feet beam, and 10½ feet deep.

The following tables give the number, class, and tonnage of all the vessels launched in New York since the 1st of January, 1852, up to the present time, with those now constructing:—

| Vessel's Launched in New York during the pasters | Months. | Months. | Sim. Ves. Sting Ves. Tot. Ton. | Vestervel't & Sons | Sim. Ves. Sting Ves. Tot. Ton. | Sim. Ves. Sting Ves. Tot. Ton. | Sim. Ves. Sting Ves. Tot. Ton. | College | 2 0 803 | College | 2 0 803 | College | 2 0 2,550 | Coremish Simonson | 1 0 1,200 | College | 2 1,560 | College | Colleg 2,998 2,090 803 2,550 1,200 1,566 3,580 1,575 2,000 310 156 22,243 VESSELS NOW ON THE STOCKS IN NEW YORK

Jeremiah Simonson.
Smith & Dimon
Jacob Bell.
W. H. Brown
Perine Patterson & Stack.
Samuel Sneden.
Jabez Williams.
E. F. Williams.
Eckford Webb.
Isaac C. Smith. 2,500 1 359 2,880 3,800 2,370 90 300 1,050 420 550 Eckford Webb.
Isaac C. Smith.
Capes & Allison.

Tot. Ton. 

STRIKE IN THE AMESBURY FACTORY.—A new agent having been employed to run the mills of the Amesbury Manufacturing Company, he abolished the long prevalent rule of allowing fifteen minutes for lunch. The consequence was, that out of 275 hands, 268 gave notice to leave. They were all temperate men, not one of them being in the habit of using intexicating liquors.

From the Loudon Times, June 11

From the moment that Louis Napoleon first appeared in the field as the competitor of General Cavingnae for the Presidential chair, it was impossible not to remember the angry feelings with which his uncle ever regarded the press of this country. As there was seidem anything but actual war between England and the neighboring smpire, the general expression of those feelings, as well as the provocation on this side the Channel, parfock of the character of war, and had very little reference to a state of peace. There was, however, one short and feverish interval during which we were not at actual war with Napoleon, and in that interval he took the peaceful remedy of an action at law against an English journalist, with all the success he could desire. That precedent is not forgotten on this side the Channel, and so far from the sympathies of Englishmen being in favor of the libeller, they are rather proud to reflect that not even the strongest national provocations and antipatice disturbed the even tenor of a British court of law. For our part, we did not need this warning, not even when Louis Napoleon became the law and constitution of France, because we applied to him the same simple rule that has long guided this paper. Whatever sentiments, or opinions, or constructions we thought fit to express with regard to the French autocrat, we consulted our feelings as well as our interests by giving all the facts of the case, on whatever side they may happon to tell. In proof of this we need only mention that, with regard to French, as with regard to Austrian, and other continental affairs, our contemporaries have frequently made it their business to argue from the facts of the case, on whatever side they may happon to tell. In proof of this we need only mention that, with regard to French, as with regard to facts of the case, on whatever side they may ado, in the facts of the case, on whatever side they may ado, in the facts of the case for or against Louis Napoleon. Conscious that we neve

This maxim of impartial statements and unreserved opinions, has so long been approved and accepted in this country, and, we may add, in our own practice, that we regard with very little uncasiness the official warning recently given by the French government to the correspondents of three of our morning contemporaries. Into the general propriety of that warning, or into the matter of the provocation, it is not our present business to inquire. We cannot, however, but be anxious to assert for the British press the liberty of free epinion and faithful intelligence, and if we now speak, it is because that liberty may seem to be threatened. As far as we are concerned, we can only be flattered with the tribute to our justice which our renders will find in our correspondence from Paris this morning. M. Dumoulin, the functionary by whom this warning was conveyed to the three correspondents of the London press, on being asked by one of them why this journal was not included, is said to have replied, that, "though The Times was not sparing in the soverity of its strictures, yet that it acted with impartiality by giving not merely what was unkayorable, but also what was favorable, in the form of news." As M. Dumoulin is reported to have expressed himself. "Le Times met du blaze it due severity of its strictures, yet that it acted with impartiality by giving not merely what was unfavorable, but also what was favorable, in the form of news." As M Dumoulin is reported to have expressed himself, "Le Times met du blanc et du noir." If the report of the conference, however, is to be trusted, this gentleman has not sufficiently distinguished in the cases of our contemporaries, between the responsibility of the editor and that of the correspondent. He is said to have referred to some leading articles for the "misrepresentations" that had provoked this warning. Now, of course, it might be the case, and for anything we know it was the case in this instance, that the leading articles contained not merely opinions and constructions upon facts, but actual statements, of the nature of intelligence, and were of a character to justify the suspicion that they had been furnished by the correspondent, though, from a regard to his safety, not published in his avowed communications. We will not say how far a suspicious appearance of this sort might justify, according to the political principles now adopted in France, a peculiar treatment of such a case. But as a general rule, and from a sufficiently long experience, we should certainly think the French government would consult its own interests by distinguishing as widely as possible between the responsibility of the journal and that of the correspondent. If the leading articles contain libellous statements, let Louis Napoleon or his ministers seek in our courts that justice of which no English journal whatever has the power to deprive him. A verdict for libel against a London paper, would be as great a trimoph, and, if just, as certain a triumph, as any that his generals could obtain in the field. So long, however, as journals observe the rule we have laid down for ourselves, the corpus delict, if any, will be in their foreign correspondence, and not in their own comments upon it. In this case it is not for us to prescribe how a foreign country shall deal with

the cede of that foreign country on the point. We can only appeal on such a question to the universal principles of justice and prudence. If a man is known to be located in the heart of a foreign metropolis, to be frequenting its places of resort, received at its police offices, and all the time supplying to his employers inventions and misrepresentations of a prejudicial and dangarous character, it may or may not be the policy and custom of that country to chase the disagreeable sojourner out of its territory. It is not our custom or policy, but we cannot expect all the nations of the earth to be like us in this respect. One of our contemporaries we cannot but feel has required rather more of our neighbors than they are likely, at present, to concede, when it insists that a foreign correspondent shall be regarded as a private gentleman, with whose presumed avocations or correspondence the government of the capital where he resides can have no concern. There is, so to speak, an excess of insular feeling in such a demand. At all events, no foreign government is likely to concede it. The correspondents of the London papers are among the most public characters in Paris. They have their offices, their clerks, and their messengers. They have admission to various offices by no means open to the Parisian public; and they are in frequent communication with many employés of the government. It is useless to claim for such persons a merely private character.

But without undertaking to prescribe the particular light in which our correspondants should be

ment. It is useless to claim for such persons a merely private character.

But without undertaking to prescribe the particular light in which our correspondents should be treated, we cannot heaitate to express our conviction that every European government would consult its dignity and its interest by allowing to those gentlemen every latitude of statement, every opportunity of information in their power. Whatever they communicate to us, so as it be true, we cannot help publishing. If any London journal systematically suppressed one side of its foreign correspondence, it would lose its character for fairness and truth. True and full intelligence is indispensable to our credit and success. It is the possession of this that enables us to expréss our opinions with proper caution, but without the least reserve. In writing we know that side by side with our conclusions will be pablished to the ends of the earth the facts upon which those conclusions rest, and that if we lean too much to one side, the simple narrative will tell with all the greater force on the other. Impartiality is the very school of the British press. Our parliamentary reporters have no other commission than to give the very truth, without respect of persons. Our foreign correspondents have the same commission. Their task, indeed, is somewhat more difficult, for the matters they have to communicate are more varied and more isolated, and therefore require more selection and arrangement. Things as well as words are to be reported. But the task is substantially the same; truth is the object in both cases; and it can only be the interest of every foreign government to assist us by giving our correspondents every opportunity and encouragement, every immunity, in fact, which the spirit of their institutions will allow.

[From the London Chroniele, June 12]

tunity and encouragement, every immunity, in fact, which the spirit of their institutions will allow.

[From the London Chronicle, June 12]

The settled aversion with which recent occurrences in France have been regarded by public opinion in this country, communicates a peculiar character to the interferences of the President's government with the English press. To be menaced by the French police is to have a blue riband thrust foreibly into one's button hole; and, though exception may fairly be taken to the worthiness of the deserts by which, in particular cases, the honor has been won, no living man can gainsay the honorific nature of the decoration. Under these circumstances, it is only natural that those who have missed the distinction should be eager to account for an exemption which is primit facie a little, or more than a little, suspicious. Much latitude must be allowed to their explanations. We are bound to show considerable forbearance in listening to the voluble excuses of a jockey who has lost a race, more especially in a case where, whatever may have been the paces of the horse, there has been ne sparing of whip and spur on the part of the rider. But we feel much surprise, and no small indignation, that the exculpations referred to have, in the case of one journal, taken the form of a half expressed hint that our good fortune in being threatened has arisen from our having actually published the "misrepresentations"—the "false news"—which alone would justify the official menace. Further, though seither surprised nor indignant, we are considerably amused to find the same con-

occary extracting a tribute to his own impartial-and accuracy out of what is, in fact, a piece of atric clumsiness in his own domestic arrange-

ments.
It is comitted on all hands that it would be an act

It is sometice and violence to remove our correspondent from Prance, except for positive mis-station and to will disloction of facts. Even the Freust police will doubtless allow that the unfavorable toses of his reports would not in teel justify the expation, unless those reports work untrue—though, of course, the standard expected the standard of the standard of

contemporary wear a sort of whitey-brown com-plexion; and, unless he keps a secret daub of paint in his westcoat pecket, we cannot for the life of us imagine how his portraits turn out as black as the canvass of Mr. Martin used to be, before that distinguished artist imbibed his taste for ultra-

marine.

If there were any truth in the charge made against our correspondent, that his reports on French affairs are less relieved by redeeming gleams of commendation than the accounts of his colleagues, commendation than the accounts of his colleagues, it would still be open to us to reply that there is an antecedent probability of harmony between the Orleans decree, or the slaughter on the Boulevards, and the residue of their author's measures. But it is wholly untrue that the gentleman in question has omitted to report good as well as cvil. If the least semblance of greater hostility has attached to his letters than to those of others, it is because he has divined from a longer distance the landmarks of the dark and gloomy road upon which the French government is unhappily journeying. To the scarcely uttered asporsions on his fidelity, and to the complacent self gratulations founded upon them, we retort that there is no department of our journal in which we are so utterly careless of rivalry as that confided to his direction.

which we are so utterly careless of rivalry as that confided to his direction.

[From the London News, June 10.]

Impunity is said to beget insolence—and that it does so we find new proof in the last act of Louis Napoleon. Without his uncle's genius, he has many of that uncle's fallings; and, amongst the rest, in herits the First Consul's inability to discover where it is wise to stop. Having overrun Italy and Germany, the uncle ventured upon Russia; having fleeced France of her liberties, the nephew ventures upon something very like insult to English freedom. The gagged press of France lies helpless at his feet—and now he seeks to intimidate the free press of England.

On Tuesday, the agent of the French polise, who has under his special charge the newspapers of France, sent for the Paris correspondents of two or three of the London daily papers, that he might communicate to them the future intentions of Louis Napoleon towards the English press. In performing this task, the agent, M. Latour-Dumoulia, is described as bringing the manners and language of cultivated life to bear upon the work in hand, evidently in order that its real character might seem less abominable. But tyranny, however bland, is still tyranny, and in this case there was no room for mistake. In his interview with the correspondent of the Daily News, the first intimation M. Dumoulin gave was, that what he was about to state must be regarded as an officiel holice of the French government. He then went on to say that the English newspapers had been entrageous towards the President, and added, that in all future cases, when anything offensive appeared in the columns of an English newspaper, its representative in Paris would be made responsible for it, and be forthwith expelled from France? Astonished by such a threat, our correspondent of an English paper responsible for whatever prodent of an English paper responsible for whatever

lish newspaper, its representative in Paris would be made responsible for it, and be forthwith expelled from France! Astonished by such a threat, our correspondent replied:

That if the French government made the Paris correspondent of an English paper responsible for whatever appeared in that paper relative to France, it would set neither according to the principles of justice, law, nor international usage. It was known that the responsibility could only lie with the aditor of the newspaper in England. A correspondent formed no part of what the French call the rédoction of a paper. He was a private person, who sent confidential letters, the responsibility of whose publication he had nothing whatever to do with. The remedy of the French President hy clearly against the newspaper, which he might either procecute in the English courts of law, or lay a diplematic complaint against with the English government, which would, in point of fact, come to the same thing; only in the latter case the French government would hold the English authorities responsible for the prosecution of the paper. The French government had recently followed such a course in Belgium. When the Prince President uncle became emperor, he was attached with violence by a paper and he took this means of redress. He caused a criminal information to be filed against the editor of the newspaper, who was defended by Sir James Mackintosh. The upshot of the affair was the condemnation of the newspaper te considerable damages. M. Latour-Dumoulin answered that the French government could not accept the theory of irresponsibility.

Louis Napoleon will hold a Paris correspondent liable, he says, for what an editor in England may say of his acts, although he knows perfectly well that a correspondent has ne more influence over the leading columns of the paper he writes for, than ever the Royal Gazette at St. Petersburg. But the editor is beyond the President's jurisdiction—the correspondent is in his power; and so upon the innocent he threatens to wreak the ve

cover which be has no control? But having, for a time, succeeded in stopping free discussion in France, the here of the covery defeat seeks to force the meshes of his tyrsmy agrees the English Channel.

His agent talks of the dissemination of "falce nows," but it is not false news that offends, but true. Is the story of the cusy defeat "false news." It is the tragedy of the unarmed Parisians shot down by thousands in the atreets in December—is that "false news." It the list of eminent and patriotic Frenchmen exiled from their country "false news." Are the groans of thousands transported without trial to Cayenne—are they "false news." Are the groans of thousands transported without trial to Cayenne—are they "false news." Are the Green's family "false news." Yet, these are the Cricans of the best generals and statesman of France to take the oath to Louis Napoleon's government—are they "false news." Yet, these are the Cricans family "false news." Yet, these are the things that have made the free journals of this country couple Louis Napoleon's name with these terms that make him anxious to expel English writers from France; and these are things, let him remember, which have become part of the sad story of the fine country he now helds in bondage. If no other news came from Paris for a century, here is a catalogue full enough of texts for volumes of written condemonation.

But does do so, he may rely upon it, the Daily News and the other London daily papers will have intelligence of all that happens there. If our present correspondent wore expelled to-morrow, we have another roady on the instant, to fall his post. Let him expel a second—and a third will spring up. There are Freechmen, too, as well as Englishmen, ready for such emergencies. If third will spring up. There are Freechmen, too, as well as Englishmen, ready for such emergencies. If the Fresidant carries on this system, as each write; is expelled, he will find "another and another still succeed." Faithful to the laws that rule other things, the demand for

Louis Napoleon knows their fate.

Sporting Intelligence.
[From the Boston Herald, July 5.]

THE REGATTA AT HULL.—The first grand regatts of the season took place on Saturday in Boston harbor. The wind was off shore and fresh, blewing a full nine knot breeze from the west, which rather increased towards high water, at half past twelve o'clock. It was too strong for the smaller yachts to participate in the race. The following only entered for the prizes:—The Surprise, Capt. Thayer, 53 tons; Cygnet, Capt. Hennessey, 30 tons; Pearl, Capt. Howard, 31 tons; and Whisper, Capt. Brown, 25 tons. The bay and barbor of Hull were full of yachts eager to enter, but so powerful was the wind they were obliged, reluctantly, to forego the friendly contest. The Reindeer, Alice, Banshee, Minna, Planet, Chanticleer, D. Williams, Mary. of Charlestown, Zephyr, Charlotte Cushman, Phantem, Camilla, and a fleet of others were in attendance, but were obliged to double reef and go home. The first race for large yachts was for a silver pitcher, a set of colors and a compass. To sail from Point Adderton, ten miles out and back. The judges' yacht was the Susan, of Hull, Com. Tower, decorated with her signal flag, and the American ensign at her peak. The outer station boat was the schooner Fly, of Hull, with a large blue signal at her mast head. The Susan was anchored near the buoy off Point Adderton, and opposite Boston Light. Owing to the stiff breese the original intention of forming in line and starting at the firing of a signal gun, was abandoned, and the contending yachts were timed as and starting at the firing of a signal gun, was abandoned, and the contending yachts were timed as they passed the judges' station, and again when returning. The following was the order and time of the starting of the yachts:—

 
 Surprise
 3
 9

 Pearl
 3
 31

 Whisper
 3
 38

 The following is the sailing time made by each:
 H
 M.

 Cygnet
 2
 28

 Surprise
 2
 23
 

Nash of Boston.

Extraordinary Freak of Nature.—We saw at the Washington Hotel, yesterday, a most singular specimen of a double human being, much more curious and interesting than the far-famed Siamese twins. The latter are united by a ligament in front—the singular little creatures we saw yesterday, are firmly and indissolubly connected by a common rear. In all other respects they are separately and distinctly organized. These negro children were born in Columbus county, North Carolina, and are about twelve months old. They have happy faces, which strongly resemble each other, and are healthy and sprightly. Their mother, who accompanies them, is a very large and strapping woman. This very strange phenomenen of nature will, we understand, he exhibited to the public in a few days, and should attract the attention of medical men in particular, and all who like to see the wonderful workings of nature.—Richmond Empuirer, June 30th.

Killed on a Railboad.—On Saturday afternoon. KILLED ON A RAILROAD .- On Saturdayafte noor

KILLED ON A RAILEOAD.—On Saturday afternoon, an Irishman was run over, and instantly killed, by the cars on the Lowell Railroad. He had been cautioned of the danger that awaited him by the conductor of the freight train; but he passed heedlessly on, and in less than ten minutes he was run over by the up passenger train. The body was taken to Lowell, and an inquest held over it; but no one could identify the man.—Boston Jeurnal, 5th inst.

Court of Special Sessions.

Before Judge Beebe and Aldermen Sturtevant and Bard.
July 7.—Change of Day—In consequence of the case-bration being observed on Monday, the Court have for the prevent week changed its days of sitting from Tuesday and Friday to Wednesday and Saturday. Next week the usual practice will be observed, and during the vacation. commencing with the end of the present term of General Sessions. the Court will be holden cuce a week only on Tuesdays.

Despatch of Business—Judge Reebe took his seat this morning shortly before the appointed hour (90 octock), and within 50 minutes disposed of 51 prison cases. The only ball case on the calendar was postponed till Saturday. As may readily be supplosed, those tried were of a very simple and ordinary description.

The Effects and Results of the Fourth.—Besides many of the cases of assault. So., included in the above, which might probably be traced to the late feativities, as their origin, thirty five persons were disorderly conduct, by the various police gragistrates, in default of heal.

Routes to California.

[From the Lexington (Missouri) Express.]

An intelligent friend, who has been three times to California within the last three years, and whose statements may be implicitly relied on, has just spent several hours in our office. He has crossed the lathmus four times—twice by the way of Panama, and twice by way of Niseragua. He is a man of experience, who has seen much of the world, and his judgment in this case is founded upon actual observation. From the following statement it will be seen that he greatly prefers the Nicaragua and lake route to the old route by way of Panama. Our friend estimates the distance from San Francisco to Nam Juan del Sur, or St. John of the South, 2.800 miles, thence by land to Virgin Bay, on Lake Nicaragua, 12½ miles; thence across the Lake to San Carlos, at the head of the river St. John. 40 miles; thence down the river St. John's to the portage at the rapids, commenty called the Castillian Rapids, 27 miles. This is a portage of only about three huadred yards—the descent in the river being too great to admit of a safe passage for boats. Thence to the mouth of the St. John's river, at Greytown, on the Carriboan Sea, 50 miles. From Greytown to New York the distance is estimated at 2.200 miles. From this point the voyager can, without delay, take ship directly for the city of New York, and, generally speaking, can procure a passage directly for the city of New York, and, generally speaking, can procure a passage directly for the city of New York, and generally speaking, can procure a passage directly for the city of New York, and generally speaking, can procure a passage directly for the city of New York, and generally speaking, can procure a passage directly for the city of New York, and generally speaking, can procure a passage directly for the city of New York, and generally speaking, can procure in passage of the first class to run regularly between those twe ports. When this arrangement shall be made, the trip from San Francisco to New Orleans may be made in

The Prometheus. Daniel Webster, Northern Light, and Pampero, on the Atlantic side, and the Paolão, S. S. Lewis, Brother Jonathan, Pioncer, and Independece, on the Pacific side, are all steamships of the first class, and commanded by able and accommodating officers. The Central America, a fine boat, of 375 tons, with side wheels, runs upon the lake, in connection with the Director The river boats have stern wheels, and are considered entirely safe. In the month of February last there were three steamboats in number upon the river, capable of carrying 290 passengers each. Two other new boats were, at that time, daily expected, with capacity to accommodate 500 passengers each.

new boats were, at that time, daily expected, with capacity to accommodate 500 pa-sengers each.

The average time of crossing from sea to sea on this route is, at present, about forty hours, but with the addition of the new boats now preparing for the river part of the route, the time will not exceed thirty hours.

As to health, safety, comfort, and beauty of see-

river part of the route, the time will not exceed thirty hours.

As to health, safety, comfert, and beauty of scenery, there is no comparison between the two routes —that by way of Panama being very sickly, and infested by bands of robbers—while this route is very healthy for the latitude—and up to the present time, not a single robbery has been perpetrated—the last travel being only twelve miles and a half, one half the distance of the Panama route—and the read passing over a country comparatively open and even, is quite safe for ladies or gentlemen, on horses and mules.

The ship company on the new route, by way of Nicaragua, have entered into contracts for the scatterion of a plank road over the entire land part of the route, with a pier at each of the following places:—One at San Juan del Sur, on the Paciflo, one at Virgin Bay, on Lake Nicaragua, and ene at San Juan del Norte, or Greytown, on the Atlantic side of the Isthmus. According to the stipulations of this contract, the road and piors are to be completed by the first day of August, 1852. On the completion of these works, ships will lie along side the piers, which will supersede the necessity of boats to run between the ships and the shore.

Our informant, though detained four days at San Juan, in consequence of the insufficiency of boats to run between the ships and the shore.

Our informant, though detained four days at San Juan, in consequence of the insufficiency of boats to run between the ships and the shore.

The gentleman from whom we derive the above information, has no design in making this statement of facts except a wish to confer a favor on that periton of his fellow men who may desire to creas the Isthmus, either to or from California. Few Americans have travelled half the distance, either by land or sea, that has been traversed by our aged friend, who prefers having his statements condensed into the form of an editorial article, to appear in a pamphlet or the columns of a newspaper. He is, however, well known to our entire community, an

Law Intelligence.

Court or Appeals, June 30.—The argument in No. 32 concluded. No 144. Corwin, respondent, against Free-land and others, appellants. Submitted upon printed arguments and points. N. Howard, jr., counsel. No. 27. The New York Life Insurance and Trust Company, appellants, against Beebe and others, respondents. A reserved cause. Argued. William Betts, for appellants; John L. Curtenius, for respondents. No. 33. Farmer's Loan and Trust Courpany, appellants, against Curtis, respondent. Decree reversed by default. William Curtis Noyes, counsel. respondent. Decree reversed by density.

Noves, counsel.

Court of Appears. July 1.—The Court decided the following motions, which had been held under advisement:

People. plaintiffs in error, against Carnal, defendant in

Motion to quash the writ of error granted. Henry

People. plaintiffs in error, against Carnal, defendant in error. Motion to quash the writ of error granted. Henry L. Clinton for motion. Nathaniel B. Blunt opposed. Greenwood. re-pondent, against Barnes, appellant. Motion by appellant to set aside an order entered by respondent dismissing the appeal in this action for want of presecution, denied, with coats. N. Hill, Jr., for motion, Alamon Bennett, oppesed. Gale and another, appellants, against Wells, respondent. In this case an order was made by the Supreme Court in the first Judicial District. In November, 1861, granting a new trial. An appeal to this Court, from that order, was made in January, 1862, and the printed cases on the appeal were served upon the respondent's attorney in March. The cause was placed upon the calendar of March term, and siso upon that of the present term, for argument. A motion was made at the appeal, on the ground that the amsedments made at the appeal, on the ground that the amsedments made at the appeal, on the ground that the amsedments made at the last reason of the Legislature to the cleventh section of the Code of Procedure, deprived the Court of Appeals of the power to review orders granting new trials. The motion was granted, and the appeal dismissed, without costs either of the motion or upon the appeal. N. Hill, Jr., for motion. B. W. Bonney, opposed. The Court directed the following rules to be untered and published—Ordered, That the following rules be adopted, and that the clerk cause the same to be published pursuant te sec. 4, ch., 470, of the laws of 1947. Rule 29.—Ten causes only will be called on any day, but after such ack some ready on both sides will be heard in their seder. Any cause which is regularly selled and passed, whhout postponemeat by its places of the cause the same of the passed on both sides will be heard in their order. Any cause which is regularly selled and passed, whout postponemeat by the clerk in Court and or of the proposed granting on the selection of the cause, signed by the expective attem

ARRESTS IN BOSTON—FORGERY DEVELOPMENT.—
The Boston Truveller of the 1st inst, says:—It will be remembered that on the 12th of May last, a few days after several of the banks of this city had been cheated out of a number of thousands of dellars by an adroit forger, a check for \$1,000 upon the Shee and Leather Dealers Bank, purporting to have been signed by Joseph Whitney & Co., of Pearl street, Boston, was offered at the Cambridge Market Bank for collection, by a man who stated that he would call the next day and receive the proceeds. The cashier, Mr. Kingsley, suspecting that all was not not right, ascertained that the check was a forgery, and by the assistance of officers Butman and Johnson, of this city, contrived to have the offender arrested when he came to the banking house for the money. He proved to be a man named Nelson Felt, who had before been in custody, but not for a crime of this character, and it was at once suspected that he had accomplices. The banks in this city, when the arrest was first made, believed that they had caught the rogue who had so severely fleeced them by forged checks a few days previous; but after developements demonstrated that such was not the case. Felt, upon examination, was fully committed for trial, and the case came before the Grand Jury for Middlesex county, the present week. The result of their deliberations has been that a warrant was yesterday issued by the court, and placed in the hands of an officer, who came to this city, and with the aid of officer Butman arrested Eben Smith, Jr., counsellor at law, No. 20 Court street, and John L. Coe, a clerk at the Shoe and Leather Dealer's Bank, who resided in Gambridge. The supposition is that Felt has made disclosures implicating these persons in his guilt. How true or ill founded these charges are, the future must determine. They were conveyed to Concord yesterday afternoon, where they will no coubt give bail to answer any charges that may be brought against them. be brought against them.

GENEROUS EMPLOYERS-AN EXAMPLE WORTHY GENEROUS EMPLOYERS—AN EXAMPLE WORTHY OF IMITATION.—By the destruction of the Albany Iron Works, some two hundred and fifty men were thrown out of employment. Their prospects, until the works could be rebuilt, were gloomy. They saw only want, if not beggary, before them. But Messrs Corning, Winslow & Co. have caused their hearts to rejoice, not only by furnishing them all with employment elsewhere, but allowing them to occupy their present dwellings, rent free, until the works are rebuilt.—Albany Evening Journal, 6th [19.1].